# THE PUBLIC HEALTH.

Grave Responsibilities of the New Board of Health and the Important Trusts Committed to Its Keeping.

The Health and Life of Every Man, Woman and Child of the City Dependent Upon Its Promptitude, Vigilance and Fidelity.

Prospective Policy of the New Regime and Immense Amount of Work to Be Done.

Extensive Remedial and Reformatory Measure Required and What They Are.

Half a dozen rivulets leap down the eastern declivity of the Rocky Mountains and unite. Flowing on and deepening and broadening, this stream becomes a great river, and, four thousand miles away, the mighty Misseuri depouches into the Mexican gulf. These rivulets obey a universal law. Grea results come from small beginnings. Generally stir-ring events of the past illustrate this principle, and the great revolutionary movements of the present give it vital confirmation. The same general law of nature holds good in reference to epidemics in cities. It is by neglect, here a little and there a little, that they grow into devastating plagues, and, like the gentle rivulet swollen into the turbid, angry nster river, becomes perfectly resistless, and with the overwhelming sweep of their tumultuous now bear everything before them. There
NEVER NEED BE AN EPIDEMIC IN NEW YORK.

All that is required are the proper preventive ires in the outset. These measures are ample, and the Board of Health as at present constituted is ndowed by the provisions of the new Charter with every requisite power to employ them. There is, happily, every cheerful promise and reasonable hope of encouragement that it will. This promise and hope are based on the high and trustworthy character of the men appointed members of the Board, and the belief is that, opening their eyes to the importance of the sacred trusts committed to their keeping they will do their duty boldly, firmly and vigilantly. involved in these trusts are the health and life of every man, woman and child living in the city. It is a fcarful responsibility. No other executive branch of the city government has thrust upon it a responsibility anywhere approaching it in weight and im-

OUNCE OF PREVENTION POLICY. It is clear, in the first place, that the old apothegm of an ounce of prevention being better than a pound of cure must be the primary guiding principle of the new Board of Health. The incisive force of this principle requires no argument. The time to apply it is now, at once. The summer months are close at hand. A good amount of work that should have been done long ago, and which the old Board, lacking in energy and crippled in means, did not and could not do, should be done immediately. This is just the time for the inception of epidemics. Yellow fever, that much dreaded disease, that made such devastating havoc of human lives in this city in 1832, has already been brought here on shipboard from the tropical islands and other where this terrible malady is indi-and as the warm season advances there will be more frequent arrivals of ships with ons scourge. It is rapidly approaching also the favorable season for ship fevers to be more frequent and virulent, for smallpox to assume a more pesti lential sway, and for that most fearful and deadly of all epidemics, the cholera, to usurp the sceptre of its fatal and unconstrained power. As is well known there is more or less smallpox now in the city, while various fevers, almost as fatal as yellow fever, though less switt in reaching the culminating point of fatality, still prevail to a large and alarming extent. Our weekly records of mortality likewise snow the existence of other endemical diseases, of less virulent type, it is true, than those named, but still whose presence in the city is much to be dreaded.

In the line of their official duties the next thing obviously devolving upon the Board of Health is to use its utmost endeavors to nip existing contagious in the bud and to cut off at once the blossomm buds of disease wherever they appear and in all their multifarious forms. The great question is how this is to be done. It is certain that to conserve the public health it must be done, and that if it is not done there will be gross and unpardonable dereiction of duty on the parts of the Board of Health. One of the first things in the way of prevention and staying conterior requiring the strention of the Board is to lential sway, and for that most fearful and deadly of

To describe the present hitty condition of very many of our streets would make up a chapter annwarying in monotony as the description would be unending. Guitters recking with refuse and ganger-an and deleterous to the senses and deleterous to the beather are to be seen in nearly every street, white the streets themselves are encrussed with dirt and filth, pregnant with miasma, and whose pestiferous vapors fill the air with subtle and sickly essences, germinating disease and death. Commencing at the lower end of the city there are Washington and Greenwich streets, which look as though they had not been cleaned for months. As far up as Washington Market there are continuous accumulations of dirt and garbage. On the east side of town, it is no better in Water and Cherry streets, from Cutharine Market down. William street, from Duane to Frankfort street, is particularily filtry, and that, too, with a wooden pavel clean than ordinary cobble stone pavel streets. The lower end of mulberry street is most vilely dirty, and so with the lower portion of Mott. The condition of Baxter, Bayard and Roosevelt streets surpasses description. In fact, nearly every street in the Fourth and sixth wards where street lift is indigenous and chronic, may lay claim to being the cheft Orderth and sixth wards where street lift is indigenous and chronic, may lay claim to being the cheft Orderth and sixth wards where street lift is indigenous of the street, Madison, Chinon, Kongomer, to be seen in Vandewater, Rose, Dover, the lower part of Henry street, Madison, Chinon, Kongomer, better, but here are to be found abnutiant lanes and streets rivalling in accuminations of dirt and distillations of villanous smells the older down town thoroughtares. For instance, Forty-sixth street, between Vinith and Tenth avenues. As we have already stated, we might continue these references and descriptions to unending length, but it is unnecessary to do so. The fact that the streets of this city bare not been kept clean for years and that a majority of Mem

to be remiss in the cleaning of these important thoroughfares. Our Broadway and our Fifth avenue are the great arteries of trade, travel and fashion, and were the dirt and debris of these streets allowed to remain long there would be a hubbub raised and an uncomfortable buzzing about the cars of the contractor that soon would wrest from him his magnificently paring contract, and he knows it. This daily cleansing of the streets should be made general. At present the contract only requires the worst of the streets should be made general. At present the contract only requires the worst of the streets to be cleaned but once or twice a week. Common sense, and certainly if not common sense a very casual observation, shows that this is not often enough. The flithy streets of course are those mostly filled to with tenement houses, and it is impossible to keep them clean unless they are cleaned daily. This is a high that requires no demonstrative argument like a geometrical proposition. It is an axiom, a self-evident truth. Another axiom is that the public health is continually jeopardized by allowing so many of our streets to remain so much of the time in the flithy condition they are. The evident corollary is that the BOARD OF HEALTH SHOULD TARE CHARGE OF STREET CLEANING,

and especially during the summer months. In the hands of the Board of Health lies the remedy. Our fifthy streets are the Augean stables and the Board of Health the Heroules that must clean them. The Board has the power to enforce the cleaning of every street in the city daily, and if in its view the salely of the public health requires it to have them evenued three times a day if necessary, and there is half a million appropriation in the tax levy for this purpose. The great thing is the importance of not putting of the public health, and the lack of proper prevautionary measures and well and the scale upon the case of the sale and the scale upon the case of the sale and the scale upon the case of the case of the case of the scale of the streets wer

The OPERATIONS OF THE OLD BOARDS, it must truchfully be stated, did not amount to much. A great deal of talk was expended, and there was no end to profound theorizing upon the causes of contagion and their remedes, but there was very little done; no real down carnest grappling with facts and meeting them in the face. We were not secure against pestience. It is true last summer, during the unusual prevalence of smallpox, the gutters of the streets in the Fourta and Sixth wards were disinfected with chloride of lime; but that was about all. Abundant avenues were left open to the pestilence that walketh in darkness to steal in upon us, and the fifty condition of the streets and crowded tenement houses held out the most alluring invitations to disease. The Board certainly could have done better, and doubtiess would have done more had the resources at its command been more extended and liberal. We owe it not to good management that kept contagion from our dors, but to the watchful and kind Providence, overseeing all things, alone can give the thanks. When the present Board gets in good working order, which, now that the election is over, will be very speedilly, we may look for IMPORTANT CHANGES UNDER THE NEW REGIME. In the first place, a Board made of such men as John Mollaly, Magnus Gross, Dr. Ceccarina, Dr. Siephen Benth and Dr. Carnochan cannot, as we have already stated, fa.1 to come up to the full measure of its responsibility, and this promptly. They will see about their work in earnest, and many new changes may be looked for. Not only do our streets require at their hands to be kept clann, but the public markets, most of which are now in a fearfully filthy state, must be looked after, and so the bone boiling nuisances, slaughter houses and the gas companies who still insist on filling the air in their vicinity with disagreeable exhalations. We might dwell at length upon these last fruitful sources of unhealthfulness and OPERATIONS OF THE OLD BOARDS,

and MULTIPLIED MINISTERS OF CONTAGION, but there is not a fact about them the public do not already know, and not one person except those pecuniarly interested in keeping these pestiferous pests as they are who does not earnestly hope and pray that the new Board of Health will see that such stringent measures are adopted in each case as a proper regard for the public health imperatively demands. Reforms in sewerage are also needed, and something should be done to prevent the present overcrowding of tenement houses, and all the cattle, sheep, hogs and calves brought here for consumption, and meats and poultry and fruits and vegetables coming to the market should be looked atter. The field is a large one and there is an immense amount of work to be done and it cannot be entered upon too quick.

sanitary and disinfecting corps at work. SANITARY AND DISINFECTING CORPS AT WORK.

Dr. Morris, the city Sanitary Inspector, who, as is well known, has been associated with the Beard ever since its first organization, has already a corps of ten subordinate inspectors employed in making daily visits of inspection through every section of the city, besides a disinfecting corps of four more. It is the duty of the first corps to report all cases of infectious diseases, and the latter to disinfect thoroughly the apartments, bedding and clothing where such cases exist. And it is here well enough to state that under the present code of sanitary ordinances it is the SPECIAL DUTY OF EVERY PHYSICIAN to report to the Board in writing every case of contagious disease coming under his practice within twenty-four hours of the time of his bacoming cognizant of the fact. Non-compiance with this rule is punishable with \$100 fine. Altogether there are very

and as regards the public health, there is a summer before us not withstanding the lateness of the season and the lateness of the new Board coming into power, full of light, encouragement and pleasing promise. If the Board does its duty promptly and thoroughly, if its subordinates do theirs, and if private physicians comply latitudly with the requirements just alluded to, there need be but little appreheasion of future visitations to our city of contagious diseases.

## CHAMBER OF COMMERCE.

Election of Officers for the Ensuing Year The Richmond Sufferers-Funding the Legal

The Chamber of Commerce met vesterday at on o'clock, pursuant to adjournment, the Vice Presi dent, George Opdyke, in the chair. Mr. A. A. Low, chairman of the committee to nominate officers to serve for the ensuing year, made his report, which was adopted. He said they had done their best to secure the best names, and he trusted the Chamber would be satisfied. Mr. Low then read the nominations and moved that they be voted on as a whole. The motion prevailed.

The ballots were collected, but before they were counted Waiter S. Griffith, chairman of the execu tive committee, moved that the order of business be suspended to allow him to make his annual report, before his successor should come to office. The mo-tion prevailed, and Mr. Griffith read the annual

before his successor should come to office. The motion prevailed, and Mr. Griffith read the annual report. The following are his main features:

In reference to the communication from L. J. Stastory, in regard to the administration of the revenue laws, the committee not having possession of the facts they deemed it inexpedient for the Chamber to act upon the subject.

In regard to the resolutions of Wallace P. Groom for funding the legal tender notes into bonds bearing interest at the rate of 365-100 per cent per annum, Mr. Griffith reported that in view of the several financial measures pending before Congress the committee considered it unadvisable for the Chamber to adopt them at the present time.

The report was then adopted and the following named gettlemen were deciated duly elected:

President, William F. Dodge.

First vice President, George Opdyke, Second Vice President, Walter S. Griffith; Third Vice President, Samuel D. Badcock: Treasurer, Fruncis S. Lathrop: Assistant Treasurer, George Wilson; Secretary, George Wilson, Executive Committee—Charles H. Russell, chairman; John C. Green, Stewart Brown, William H. Aspinwall, Royal Phelps, R. Warren Weston, William E. Dodge, Jr.; Samuel B. Rusgles, Edwin D. Morgan, Wilson D. Hunt, John Taylor Johnson, Chairman of the Committee of Arbitration—Josah O. Low.

Member of the Committee of Arbitration—Josah O. Low.

Member of the Committee of Arbitration—Josah C. Committees Nos. 3, 4, 5, 6, 7 and 8 were then filled,

Stuart.

Committees Nos. 3, 4, 5, 6, 7 and 8 were then filled, as also committees on Mercantile Library, Trustees of the Institution for the Savings of Merchants', Clerks, Board of Commissioners for Licensing of Sailors' Boarding Houses,

The following resolution was offered and adopted:

The following resolution was offered and adopted:

Resolved, That is the death of Paul Spoiford the Chamber of Commerce has lost one of its oldest and most esteemed members—a merchant who had conducted as active business for more than had a century, and a citizen who had maintained all through life a character for usefulness, probity and unsuilled honor. Resolved, That a city of these proceedings be transmitted to the family of the deceased.

Resolved, That a copy of these proceedings of transmission to the family of the deceased.

The Chairman informed the Chamber that the committee having charge of the collection of funds for the relief of the victims and sufferers by the Richmond disaster had in their possession between \$8,000 and \$0,000, which would soon be forwarded.

Mr. Griffith offered the following resolution:

Resolved, That a special meeting of the Chamber of Commisce be held on Monday next, May 23, for the election of a Commissioner of Pilots in place of George W. Biund whose term of office will then expire.

The resolution was adopted and the Chamber adjourned.

RAPID UP-TOWN TRAVEL.

Ways of Solving the City Transit Problem.

The Suspension Bridge and the Viaduet Plans-Prospect of a Speedy Commencement of a City Railroad.

The veto of the obnoxious Broadway Arcade bill by the Governor leaves the whole question of rapid up-town travel open for discussion, and necessitates fresh agitation and further efforts to obtain a simple and comprehensive plan for the relief of our great thoroughfare which in its execution will not work damage to private interests nor wantonly destroy public property, yet finally solve the difficult problem of city transit. While reckless speculators, gamblers and lobbyists who had the Arcade swindle in charge were standing between metropolitan progress and the people any suggestions relative to a fit and proper manner of relieving Now, however, that the abomination has been cleared away through the opposition of our public spirited Governor, an opportunity is afforded for a full ventilation of the question. That it is not impossible to have a safe, cheap, rapid and popular a short period of time, and without damage to private rights and danger to the lives of citizens, is beyond a doubt. In fact, the suggestions to this end are so numerous and so widely different that it is no easy matter to choose between them. In this article, however, it is proposed to show how much more easy and simple a plan than that of the Arcade can be successfully carried out, and how little the citizens have to fear and how much to hope from the propositions presented.

A SUSPENSION RAILROAD claims attention first, as being the opposite of the arcade plan. It will require a more elaborate and definite description than can be given to it in this article. This brief description, however, must suffice for the present:-

suffice for the present:—
This is simply a steel or iron track, suspended from a wire cable, by steel rods, one mich in diameter. The car is suspended close under the track, by four wheels, two on each side, resting on and above the track. and arranged in such a manner that it is impossible for the car to run off the track. The track itself requires a support but once in every quarter of a mile. The car is propelled by a dummy engine, situated in the front end, the same as ordinary dummirs. It can be propelled with the greatest speed and with perfect safety, and will save thousands of lives by not being hable to run off the track or over any one.

track or over any one.
It is claimed for this system that for railroads It is claimed for this system that for railroads through the country it requires no grading, as it can cross hills, ravines and rivers of half a mile wide without bridges or viaducts, thus saving an immease expense which railroads on the ordinary plan have to incur. It is perfectly free from dust, will last three times as long as other railroads and cannot be delayed or obstructed by snow, if even ten feet deep.

plan of construction, and seems by the drawings submitted to be one deserving of careful consideration. Rapidity of construction and cheapness can be claimed for it, and in all probability a full test of its merits will show that it will combine perfect safety with the required speed.

Before proceeding to consider another method which is proposed, and which, by the way, embraces substantial durability with other requisite qualifica-tions, the following letters on the subject are inserted. The writers are evidently familiar with the question, and are disposed to assist in its elucida

To the Editor of the Herald:—
I notice in your issue of to-day an farticle headed "How to Reheve the City," and after commenting on the Governor's judicious veto of the Arcade Railway bird, you mention the European plan of rapid transit railways (upon causeways of arches) as being more likely to answer the requirements of the public than any other plan yet introduced.

This perhaps is true, if we except the three tier plan; but either of these would necessarily be very expensive, and might deter capitalists from undertaking the good work, for a few years at least. Therefore, in view of such a contingency, and in order to get a rapid transit railway at an early day that will accomplish the great desideratum—i. e. rapid transit and perfect, safety to passengers and pidestrians, with unlimited capacity and durability, at a moderate cost, without interrupting the public travel or business of the city during its construction or subsequent operation. A plan is now being prepared that I trust will obviate all the objections heretofore made to the various plans proposed for rapid transit through the city of New York and which will soon be offered to the public for their approval or condemnation.

The idea has been suggested to several prominent gentlemen of the city, and all agree that the plan is a good one, and admit that there is no serious objection to its general introduction for rapid transit through the city.

To the Editor of the Herald:—

I observe that much attention has of late been

TO THE EDITOR OF THE MERALD:—

I observe that much attention has of late been given to the subject of capid railroad communica-

fion northward and southward through the city and the best mode to accomplish this. The plan I pro-pose is for a company to acquire, by purchase, the right of way through (about the centre of the block), pose is for a company to acquire, by purchase, the right of way through (about the centre of the block), between Broadway and the next street west, running parallel, say one lot on each cross street, sufficiently wide to lay a double track and about twenty or twenty-five feet above the street; lay the track leaving room below for first and second story to the stores, shops and dwellings above the street. This will obviate the difficulty of street crossings, will not disturb gas or water pipes or vanits under ground, and will still leave the first and second stories of all the buildings for "business purposes." "residences" or for offices, &c., for said railway. The former could all be rented by the company for nearly as much as though there was no railway track above; in short, no private rights would benfiringed upon, and the public would have an "arcade" railway above ground misted of below ground. One of the four stores, or houses, on each cross street taken could be used for an entrance or office for said railway.

More than a year since I made some drawings and a sketch of such a roadway "to relieve Broadway."

but did not go any further in the matter. If you think proper to notice the above you can do so.

C. P.

The Substantial Plan.

The ideas embodied in the following resume of, a substantial plan were embodied in a pamphlet printed as early as 1866, and particularly deserving

The ideas embodied in the following resumed of, a substantial plan were embodied in a pamphiet printed as early as 1866, and particularly deserving of attention. The pamphiet states:—

It is proposed to relieve Broadway by a viaduct, to be darried through suitable avenues on both sides of the city. The structure may be of solid masonry, with grothed proposed, is a proposed to be a proposed to be solid to be proposed to be solid to be proposed to be solid to be proposed to

increase of value of adjacent property there will be a large result from this source; but, while it is politic as well as just to make fiberal payments for land taken, it will be equally so that the charges should be light for benefit. As it is essigned to place the Visduct in the middle of an avenue 150 freet wide, there will be a reserved space of 50 feet wide throughout its extent producing rest. The loss on this space will have two fronts, and by the ordinary rule of estimate, as improved will have as much intrinsic value as those of 100 feet condemned to make room for them. This is a peculiar and stouaual advantage, and must prevail through a great part of the route. Again, if the avenue 150 feet wide should be taken, for example, on Mulberry street, it is evident that it must include that street inty feet wide, and a line

tances by the street crossings, that the travel taking the right hand, as contomary, will naturally fall into opposite currents for its own accommodation.

We regard the opening of avouse between the business part and the unoccupied part of the town a matter of primary necessity. The question is how it may be well done at the least expense. The project of a Viadeut will be at great cost, as will any other substantial means of accomplishing the same object, But if this cost can be merged in a profusible return the objection loses its force. By its law of increase the population of New York is doubled in twenty years. If the area which it occupies to-day, including central Park, were projected on a map above the present limits, it would more than cover all that remains of the island capable of such use. If, at the end of another term of twenty years, the area then occupied by its population of mergen of the East necessary of the fash of the contract of the manner of the East recercaing wealth and function are manner of the East recercaing wealth and function are manner of the East recercaing wealth and function the comparative space for their indulgence. It is probable, too, from the fast that upon the growth of population and commerce an increase of shipping must find its haven between Port Morris and Fort Schuyler. This position will have all the requirements of protection and convenience, especially for steamers in a foreign trade. As the river wants all its channel for the passage of its waters and vessels between Hell Gate and the southern extremity of Blackwell's Island we may soon accept the surgestion made by the Great Eastern that her oest berthin our narbor was in sixty feet water at Fort Morris—her shortest and safest voyage through the Sound, We purpose to show, by thus anticipating the future, the immense passenger traffic that may be counted upon from such an clongated route through the Sound, we purpose to show, by thus anticipating the future, the immense of a hoppilous city, would render the aven

transferred to the Viaduct if adopted. If the city should, in its growth, conform, as we think it must, to the topography of the land and the course of the river, and so perpetuate us clongated shape, it will be found that carts and express waggings with the top slow and too couly to transport mails, baggings, packages, groceries, &c., over the distances. These must be reserved as means of local distribution. The freight trains must become the great organ of business throughout the city.

The patient reader who may have followed these thoughts will have found them suggestive of others of a like import, and will admit that if we can establish such a monopoly of passenger traffic and freightage there will be no end of the income. It would be superduous to calculate from details. But this memopoly in trust for the public benefit would have its salutary resignint from that source. An impression on the minds of the legislative committee that this income would antherize and justify the proposed structure is all the sud we aim at.

BOUTE OF VIADEUT.

In this project recard is to he had not markly to a second

passenger traine and resumage there will be no end of the inscore, it would be superstoned to calculate from details. But this more selected in from that source, the minds of the legislative committee that this income would another the minds of the legislative committee that this income would another the minds of the legislative committee that this income would an interest and freight and the minds of the legislative committee that this income would an interest and freight age, but it is proposed that the structure itself shall furnish theral accommodations for business purposes and be made to pay for its own cost. Keeping these objects in view it is proper, in contriving the routes, to take care in the inter place that the innabitants. In the next place, as the structure is to be used for business purposes, it is important that it should pass through sections of the town already appropriates to business, or such as would be improved by that use. If the Post Office were exected on the Fark there would be appropriately near the Post Office, but in relation to business purposes and architectural effect. This should be the grand station for the municipal railway. Beginning at some such station in the Fark, and curving to the sant, the Viaduct should be taken through an avenue from Fark there are also as the such as the property of the sant, the Viaduct should be taken through an avenue from Fark there are the Harlem river, and turning into a cross street, again taking a line of lots, and its way find the Boulevard near Manshattanville. Occuping the middle of the Boulevard and substituting architecture for shade trees it might seturn by including the such as the property of the continued through the trivial the property of the continued through the such as from the substitution of the west stoped by a double curve, the Viaduct might be brought opposite the head of Laurens street. Opening the intervening block, Laurens street and West Broadway,

#### THE HENNESSEY BRIBERY CASE.

Large Attendance at the Investigation-Mr. Hen nessey's Multiplicity of Appointments of Female Teachers-What They Had to Say and What Others Said.

The attendance at the resumption of the examina tion before School Commissioners Lewis, Gross and Sands, at the hall of the Board of Education at four P. M. yesterday, in the case of John R. Hennessey, School Trustee of the Seventeenth ward, charged with accepting a bribe of \$100 from Miss Mary E. Connor, for her appointment as teacher in an even-ing schoo', was larger than on the previous

Maggie A. Gannon was the first witness called. She testified that she was vice principal in the public school No. 26; she received her appointment from Mr. Henne sey; she never, directly or indirectly, gave him any pay for the appointment.

Mrs. Rochell testified that she had known Mis Connor for the past twelve years; Miss Conno. made to her three statements about the payment of \$100 to Mr. Hennessey for her appointment as teacher-one that she gave the money to Mr. Hen nessey in an envelope, as ,a love letter, in the street: another that she handed him the money in front of his door, and the third that she gave the money to Mrs. Hennessey; she did not believe either of her statements. She was submitted to a lengthy crossexamination, but nothing of additional importance

Houston street, and received her appointment from Mr. Hennessey; she never paid anything for the ap-

Miss Helen E. Brady testified that she was engaged last winter in evening school No. 14; she was appointed by Mr. Hennessey on the recommendation of friends, but never saw Mr. Hennessey until after her appointment; she corroborated the evidence of the previous witnesses as to giving no compensation to Mr. Hennessey for the appointment.

Mrs Mary E. Tripp stated that she was appointed

evening teacher in the Seventeenth ward last winter. She also, neither directly nor indirectly, paid Mr. Hennessey anything for giving her the place.

in giving her her appointment; nothing was ever paid Mr. Hennessey to her knowledge for her appointment.

Mr. Samuel B. Holley, the next witness, testified that he was one of the teachers in the Fourteenth street evening school last winter; he called on all the trustees regarding his appointment; he did not know until after the evening school began to which of these gentlemen he was indebted for the appointment; he did not pay Mr. Hennessy snything. On his cross-examination he stated that he procured a letter of recommendation from Mr. Fithian to Mr. Hennessey, and that the atter afterwards told him that he gave him his appointment. There were thirty-five teachers employed in the school.

James Donaldson, also an evening teacher in the same school, testified that he procured his application through Mr. Harnett, the counsel of Mr. Hennessey in the present case, the former being his ancies.

plication through Mr. Harnett, the counsel of Mr. Hennessey in the present case, the former being his uncle.

Wm. Casey, janitor, said he received his appointment through senator Creamer; Mr. Hennessey had nothing to do with his appointment.

John C. Byrnes testified that Mr. Hennessey never promised to give him fifty dollars for the appointment of Miss Connor as teacher; Mr. Hennessey frequently expressed a strong desire to have her appointment of other teachers by other trustees.

Mr. Timony testified that he had known Mr. Hennessey for seven or eight years. He corroborated the statement of former witnesses as to the scene at the meeting on the evening of April 29, of the local officers of the Seventeenth ward, when Mr. Mills, the complainant, charged Mr. Hennessey with the alleged acceptance of the 5100 bribe; Mr. Harvey Woods said afterward that he thought Mr. Hennessey was to blame; Mr Mills said he would follow it up if it cost him \$20,000.

Mr. Henry Rochell testified that he was a grocer at No. 76 Third avenue, and had known Miss Cannon some twelve or thirteen years; he introduced her to Mr. Hennessey about a year ago, in order to get her an appointment as a teacher; he said she was very poor and he helped her for this reason.

Q. Did you tell Mr. Hennessey that he would be paid \$100 for giving her the appointment? A. No, str.

Q. Did you tell Mr. Hennessey that he would be paid \$100 for giving her the appointment? A. No, sir.

Q. Was anything said about giving him any pay?

A. No, sir.

Q. Did you tell Miss Connor that she could get an affidavit if she paid for it? A. Miss Cannon said that she would make him a bandsome present.

Q. Did she not tell you that she gave him \$100?

A. She told me she went to Mr. Hennessy's and gave the \$100 to Mrs. Hennessey and the children, but said here she gave it in a love letter to Mr. Hennessey.

Q. Does her father do anything for her support?

A. I think all he can do is to support himself; he makes a hiving by selling ginger drops on the corner.

On his cross-examination he said that he could not fix the time when she said she gave the \$100 to Mr. Hennessey; she said she gave twenty dollars to his teacher for giving him a diploma, and he had since been told that it was only half this sum she gave; it was his opinion that her stories were made up of a good deal of lies; he was her friend, but was not now; he had stooped being her friend since this affair came out; she first told him about three years ago of paying \$100 to Mr. Hennessey.

Direct examination resumed—He never told her that it would cost her \$150 to get her appointment, or that she would have to give money to anybody; he told her, three years ago, that a gentleman paid \$150 for getting his daughter an appointment as teacher; he did not dream then that Miss Camon would ever get to be a teacher.

The further examination was here postponed till

would ever get to be a teacher.

The further examination was here postponed till half-past four o'clock on next Monday afternoon.

## THE NINTH AVENUE STABBING AFFRAY.

Coroner Flynn was yesterday requested to appear at Bellevue Hospital and take the ante-mortem examination of Walter Skiff, a youth of nineteen years, who was dangerously stabbed late last Saturday night, during a quarrel at the corner of Ninth avenue and Forty-seventh street. Skiff lives at No. 417 West Forty-seventh street. Skiff lives at No. 417 West Forty-seventh street. Iouts F. Cumes, arrested by detective Mooney, of the Twenty-second preciner, charged with the stabbing, states that he was attacked by Skiff and several others, and if he used a knife it was done in self defence. Skiff doubtless will contend that he deadly assault on him was committed without justification or excuse.

#### THE GARDNER-ALEXANDER WILL CASE.

The Investigation Continued Before Surrogate Hutchings-More Developments as to the Distribution of the Money-The Deceased Sworn to Have Been Worth Sixty Thousand Dollars-A Crowd of Harpies and Their Expectations.

The adjourned hearing of this mysterious case was continued yesterday morning before Surrogate Hutchings. It will be remembered that the pro-ceedings are instituted by Mrs. Burke, the daughter of Captain Alexander, deceased, to ascertain whether any of the money of which he was said to have been possessed was unlawfully secreted. The court room was well filled by those interested in the investigation.

TESTIMONY OF W. J. DEWEY.

W. J. Dewey was the first witness examined. He testified as follows:—I am an insurance agent and broker; the last time I saw Captain Alexander before his death was on the 16th of March, 1869, when he came to my office; I saw bonds in his possession on the 18th of February; he showed me a bag which he took from his person; I counted the bonds and took a memorandum; there were \$27,000 worth of bonds; he had also some Crescent City Scrips, to what amount I do not remember, and me the bag; there was another bag, but I did not see its contents; I was in the habit of writing letters for the Captain to his daughter; all those letters were couched in very affectionate terms; Mr. Alexander was a very careful man; I think he had kept the

On cross-examination the witness deposed-I do not remember that there was anything said about bonds being in the other bag; the bond mentioned in my memorandum was, I think, a railroad bond; it was for \$1,000; I do not know the exact value of the

bonds being in the other bag; the bond mentioned in my memorandum was, I think, a railroad bond; it was for \$1,000; I do not know the exact value of the other bond second on the list; there was also a Virginia State bond for \$1,000; I believe the Virginia State bond for \$1,000; I believe the Virginia State bonds were taken before the war.

TESTIMONY OF J. H. WINGERSTER.

James H. Winchester examined:—I am a ship broker in South street; I was acquainted with Captain Alexander for a year; I saw him at my other inquiring if there were any letters for him about ten days, belore his death; he was in the habit of coming there about once a week; in the month of December he came there and taking two bags from his neck asked Mr. Leeds to count them; he did so and said that there were \$47,000 of bonds in the two bags; his signt was very poor; his character was rather eccentrice and he was penarious in his disposition; he was aiways snabbiy dressed; I asked him why he did not put his money in the bank, remarking that he might be robbed; he replied by making me if he looked like a mian who had money; he generally spoke of his daughter as any kind father would speak of a child that he loved; I know Captain A. Examder, Swayne came to my house and desired to be informed what I knew about Alexander's estate; I replied "very luttle," but that I was aware that he owned loss in New Orleans and that he carried a number of bonds about his person; he said that Mr. Leeds was making a statement about the property; he took out a piece of paper and said, "Well, I am one of the rightful hears of Mr. Alexander, and my son is another."

TESTIMONY OF HEERTY LEEDS.

Henry Leeds was next examined. He testined:—My place of business is at No. 28 South street; I knew Captain Alexander for iffeen or sixteen years; I hast saw him fibeen or twenty days prior to his death at my office; he was in the habit of coming to me to have his bonds counted; the last occasion was in February or March, 1869; he had then in his possession \$7,000 of new Californi

Mr. Hennessey anything for giving her the place.
On her crois-examination she testified that it was only two weeks ago she learned that she owed her appointment to Mr. Hennessey.

Miss Walker testified that she had been acquainted with Mr. Hennessey for several years; she was teacher last winter in the Houston street day school; she nor her friends, to her knowledge, ever gave Mr. Hennessey or any members of his family any money or other consideration for her appointment.

Miss Sarah A. Ryan testified that she was teacher in Grammar School No. 51, and received her appointment from Mr. Hennessey. She gave the same testimony as the previous withess as to paying nothing for the appointment. On her cross-examination she stated that she made her application through Mr. Burns, another tru tee.

Miss Flynn, a teacher in the Fourteenth street evening school last winter, said she understood that her appointment came through Mr. Hennessey; she made her application through Mr. Hennessey; she made her application through Mr. Hennessey; she made her applointment; nothing was ever paid Mr. Hennessey was instrumental in giving her her appointment; nothing was ever paid Mr. Hennessey to her knowledge for her appointment.

Mr. Samuel B. Holley, the next witness, testified

and found the bag on his breast; they then cut the bag from his neck; I have written letters at the caption his ones is deciding to his daugesties. In have well aligned in the cepsiles.

Coss-examined—I knew Captain Alexander since 1853; in December he had \$10,000 in five-twenties; also California bonds, besides others purchased at a later period; he had also some Virginias, some railroad also come Virginias, some railroad insurance scrip; the scrip was not included in the \$45,000; he had also some miscellaneous stock and some Confederate money; I am certain that the \$4,000 Brooklyn Water bonds which I counted in January were not a part of the \$45,000; he had also some miscellaneous stock and some Confederate money; I am certain that the \$4,000 Brooklyn Water

when I want to Mrs. Gardner she spoke of Captain Alexander having mentioned that when he died they would have whatever they found about him; she added that when Captain Alexander died a most heavenly smile came over his face and he fell back in the bed; I think that I remarked to Mrs. Gardner that I would give 440,000 for the effects; when I suggested putting the property into the hands of Judge Becue she said she had confidence in him, but she reinsed to give the things up; when I counted the Brooklyn Water and California bonds I did not examine the other securities, but I am positive he hand \$60,000 in securities.

In reply to Mr. Reddend the witness stated that he went to Mrs. Gardner's house a second time, when I saw Mr. Gardner's whom I told that I had come to see about the securities; he Gardner) said that Mrs. Gardner knew more about the property than he did; Mrs. Graff told witness that Mr. Alexander had promised to leave them comfortable when he died.

The Think of the told witness that Mr. Alexander had promised to leave them comfortable when he died.

The Held of the securities in the month of March, lise, he told witness that a friend had a bond to self and asked him to self it: he said the bond was a gift to his friend, who did not wish to have his name known; witness declined to self the bond, which was a government for \$1,000.

TESTHONY OF RICHARD SWAYNE.

Richard Swayne was the next witness examined. He testified that he resided in Lafayette avenus, Brooklyn; lived in New Orleans, and left there for New York in 1866; during the war he was the agent for Captain Alexander, in New Orleans; was his agent from August, 1865, until May, 1867; last saw Captain Alexander about a week before his death at Gardner's house, at 127th street; knew he resided there by a letter ne received from him in 1860; never visited Captain Alexander at the Gardners' house in the man and the him at the Astor House frequently.

Mr. Jackson objected to the examination of Captain Swayne except in reference to whether any prope

The Executive Committee of Fifteen, of the Twelfth and Nineteenth Ward Citizens' Association, headed by their chairman, Supervisor Foley, called upon the President of the Board of Public Works, Mr. William M. Tweed, at his office in Broadway, at twelve o'clock yesterday, for the purpose of having Madison avenue graded and regulated so that the railroad could be completed at once to Eighty-sixth rational could be completed at once to Eighty-sixth street. Mr. Tweed received the committee handsomely and promised to have the work done forthwith. He agreed to meet the committee and Mr. William H. Vanderbilt at the corner of Forty-second street and Madison arenue at half-past nine o'clot on Saturday morning to-inorrow, when all the declarity will be arranged to run the Fourth avenue caffroin the Astor House to Eighty-sixth street within the next stay days.